

# NOTICE

**U.S. DEPARTMENT OF TRANSPORTATION**  
**FEDERAL AVIATION ADMINISTRATION**  
Air Traffic Organization Policy

**N JO 7210.765**

**Effective Date:**  
March 14, 2011

**Cancellation Date:**  
August 25, 2011

**SUBJ:** Reduced Separation on Final

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- 1. Purpose of This Notice.** This notice amends Federal Aviation Administration (FAA) Order JO 7210.3, Facility Operation and Administration, to provide guidance for the retention of runway occupancy time (ROT) staff studies.
- 2. Audience.** This notice applies to the Terminal Services organization and all associated air traffic control facilities.
- 3. Where Can I Find This Notice?** This notice is available on the MyFAA employee Web site at [https://employees.faa.gov/tools\\_resources/orders\\_notices/](https://employees.faa.gov/tools_resources/orders_notices/) and on the air traffic publications Web site at [http://www.faa.gov/air\\_traffic/publications](http://www.faa.gov/air_traffic/publications).
- 4. Explanation of Policy Change.** This change adds guidance that facilities must retain the staff study for reduced separation on final.
- 5. Procedures.** Amend FAA Order JO 7210.3, Paragraph 10-4-9, Reduced Separation on Final, to read as follows:

#### **10-4-9. REDUCED SEPARATION ON FINAL**

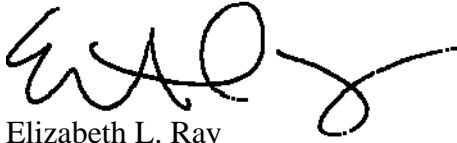
Separation between aircraft may be reduced to 2.5 NM in-trail separation on the final approach course within 10 NM of the runway provided an average Runway Occupancy Time (ROT) of 50 seconds or less is documented for each runway. ROT is the length of time required for an arriving aircraft to proceed from over the runway threshold to a point clear of the runway. The average ROT is calculated by using the average of the ROT of no less than 250 arrivals. The 250 arrivals need not be consecutive but must contain a representative sample of the types of aircraft that use the runway. Average ROT documentation must be revalidated within 30 days if there is a significant change in runway/taxiway configuration, fleet mix, or other factors that may increase ROT. Revalidation need not be done for situations that are temporary in nature. Only the ROT for the affected runway(s) will need to be revalidated. All validation and revalidation documentation must be retained and contain the following information for each arrival:

- a. Aircraft call sign.
- b. Aircraft type.
- c. Time across the threshold.
- d. Time clear of the runway.
- e. Items c and d above may be omitted if using a stopwatch. Record the total number of seconds required for an aircraft to proceed from over the landing threshold to a point clear of the runway when using a stopwatch.

**REFERENCE-**  
*FAAO JO 7110.65, Subpara 5-5-4f, Minima.*

**6. Distribution.** This notice is distributed to the following Air Traffic Organization (ATO) service units: Terminal, En Route and Oceanic, Mission Support, and System Operations; the ATO Office of Safety; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

**7. Background.** A need for an added level of oversight with regard to documentation of the reduced separation on final staff study is required in this directive.



Elizabeth L. Ray  
Vice President, Mission Support Services  
Air Traffic Organization

2/8/11  
Date Signed